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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Rail Transport  
(Fifty-fourth session, 3-5 October 2000,  
agenda item 7 (a))

**FACILITATION OF BORDER CROSSING IN INTERNATIONAL RAIL TRANSPORT**

Follow-up to the ITC resolution No. 248 on the Reduction of Border Stopping Times of Shuttle  
Trains in International Traffic

Note by the secretariat

Following the request of the Inland Transport Committee (ITC), the Working Party decided, at its fifty-third session to monitor the implementation of ITC resolution No. 248. In this Resolution, the ITC invites the ECE member Governments to intensify their efforts in order to limit overall to 60 minutes (30 minutes for each of the neighbouring countries) the waiting time of shuttle trains at borders (ECE/TRANS/128, annex 1).

Following the request of the Working Party (TRANS/SC.2/192, para.26), the secretariat had approached the countries in order to identify shuttle trains to be included in a monitoring system. The answers received by the secretariat are reproduced below.

Following the recommendation of the informal meeting held in Geneva on 15 June 2000 (TRANS(SC.2/2000/18), the Working Party may wish to consider whether implementation of Resolution No. 248 could be included within the detailed monitoring system on border crossing that is intended to be developed along certain rail corridors, as described in TRANS/SC.2/2000/6. According to the definitions included in that document, monitoring of shuttle trains would refer to *block freight trains circulating from origin to destination following a fixed route with a periodicity of at least 1 circulation per week in each sense*.

The Working Party is invited to examine this proposal, and particularly to agree on a clear definition of *shuttle trains*.

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Annex

**ANSWERS FROM GOVERNMENTS**

**BULGARIA**

The monitoring and the international contacts on border crossing and implementation of resolution No. 248 are undertaken mainly by the Ad Hoc Working Group for the reduction of border stopping times of shuttle trains, which is a part of Project IV Group for transport infrastructure development under the South-Eastern Europe Cooperation Initiative.

Contacts take place both, bilaterally and within inter-ministerial commissions for railway transport.

**CZECH REPUBLIC**

The route of shuttle trains, together with the stay of trains at borders, is currently being prepared; the aim is for trains put into the shuttle service to be used as much as possible. Selected shuttle trains are being monitored by the Freight and Forwarding Transport Department at the CD Sales and Operations Division. Forwarding plans are compiled for these trains on a monthly basis; these plans are consulted with dispatchers and approved by the relevant recipient railway. In terms of international combined transportation, the stay of selected shuttle trains at border crossings ranges from five to sixty minutes. The observance of set journey times for trains in road- railway - RO - LA transportation is monitored on a daily basis and presented at the department head's morning evaluation.

Average stays of shuttle trains at railway border crossings are given in document TRANS/SC2/2000/5.

List of shuttle trains on CD lines:

PPS Decin Vychod - direction: CD - DB

Nex 42360 - Praha Uhrineves - Decin Vychod - Hamburg Waltershof - VK

Nex 42362 - Praha Uhrineves - Decin Vychod - Bremerhaven Seehafen - VK

Nex 42366 - Praha Uhrineves - Decin Vychod - Bremerhaven Seehafen - VK

Nex 42368 - Praha Uhrineves - Decin Vychod - Hamburg Waltershof - VK

Nex 42500 - Praha Zizkov - Decin Vychod - Rotterdam Maasvlakte - VK

Nex 42504 - Lovosice Jih - Decin Vychod - Hamburg Waltershof, alternatively Hamburg Sud, Bremerhaven - VK

Nex 43516 - Budapest Jozsefvaros - Decin Vychod - Maschen - VK

exception - direction: DB - CD

Nex 43517 - Hamburg Waltershof - Decin Vychod - Budapest Jozsefvaros - VK

Nex 44328 - Bratislava Vychod - Decin Vychod - Dresden Friedrichst. - VK

PPS Decin Hl. N. Nakl. N. - direction: DB - CD

Nex 42343 - Bremerhaven Seehafen - Decin Hl. N.- Breclav Predn. - Wien Nordwestbf. - VK

Nex 42349 - Hamburg Waltershof - Decin Hl. N.- Breclav Predn. - Wien Nordwestbf. - VK

Nex 42361 - Hamburg Waltershof - Decin Hl. N. Nakl. N. - Praha Uhrineves - VK

Nex 42363/can. Nex 42363 - Bremerhaven Seehafen - Decin Hl. N. Nakl. N. - Praha Uhrivenes - VK

Nex 42501 - Rotterdam Maasvlakte - Decin Hl. N. Nakl. N. - Praha Zizkov - VK

Nex 42505 - Hamburg Sud - Decin Hl. N. - Praha Zizkov - VK

Nex 43550 - RO-LA in both directions on the route Lovosice Jih - Dresden Friedrichst. - Lovosice Jih via PPS Decin Hl. N. Nakl. N.

Nex 47311 - Fallersleben - Decin Hl. N. Nakl. N. - Devinska Nova Ves - car parts

Nex 47313 - Zwickau - Decin Hl. N. Nakl. N. - Devinska Nova Ves - car parts

Nex 47371 - Fallersleben - Decin Hl. N. Nakl. N. - Devinska Nova Ves - car parts

Nex 47373 - Kassel Rhf - Decin Hl. N. Nakl. N. - Devinska Nova Ves - car parts

PPS Cheb - direction: CD - DB

Nex 41530 - Dev. Nova Ves - Cheb - Pamplona - car parts

Pn 47112 - Nove Sedlo - Arzberg (Oberfr) - coal

Pn 47114 - Nove Sedlo - Arzberg (Oberfr) - coal

direction: DB - CD

Nex 41249 - Antwerpen Centraal - Cheb - Praha Bubny - bananas

Vn 49117 - Arzberg (Oberfr) - Nove Sedlo - empty carriages

Vn 49119 - Arzberg (Oberfr) - Nove Sedlo - empty carriages

PPS Breclav - direction: OBB - CD - PKP

Vn 490002 - Leoben Donawitz - Breclav Predn. - Chalupki - empty carriages  
Vn 49004 - Launsdorf Hochosterw - Breclav Predn. - Ostrava Hl. N. - empty OKD carriages  
Vn 49006pp - Zeitweg - Breclav Predn. - Chalupki - Es train  
Vn 49008pp - St Andra i. Lavantal - Breclav Predn. - Falls carriages  
Vn 49010 - Werndorf - Breclav Predn. - Chalupki - Falls carriages  
Vn 49012 - Leoben Donawitz - Breclav Predn. - Ostrava Prave - OKD carriages  
Vn 49014 - Linz Stahlwerke - Breclav Predn. - Chalupki - Eanos train  
Vn 49016 - Gratvein-Gratkorn - Breclav Os. N. - Chalupki - Fls carriages  
Vn 49018 - Leibnitz - Breclav Os. N. - Ostrava Hl. N. - Fls train  
Vn 49020 - Moosbierbaum Heilig - Breclav Os. N. - Chalupki - Falns-x carriages  
Vn 49022 - Gratvein-Gratkorn - Breclav Predn. - Fbs carriages  
Vn 49024 - Gotzendorf - Breclav Predn. - Ostrava Prave - OKD carriages  
Vn 49026 - Moosbierbaum Heilig - Breclav Predn. - Chalupki - Falns-x carriages  
Vn 49090 - Werndorf - Breclav Predn. - Chalupki - Fall carriages  
Vn 49098pp - Salzburg Itzling - Breclav Predn. - Chalupki - Fall carriages

Breclav - direction: CD - OBB - PKP

Pn 48001 coal - Chalupki - Breclav Predn. - Leoben Donawitz  
Pn 48003 coal - Doubrava - Breclav Predn. - Launsdorf Hochosterw  
Pn 48005pp coal - Chalupki - Breclav Predn. - Zeitweg  
Pn 48007pp coal - Chalupki - Breclav Predn. - St Andra i. Lavantal  
Pn 48009 coal - Chalupki - Breclav Predn. - Werndorf  
Pn 48011 coke - Ostrava Prave - Breclav Predn. - Leoben Donawitz  
Pn 48013 coal - Chalupki - Breclav Predn. - Linz Stahlwerke  
Pn 48019 coal - Chalupki - Breclav Predn. - Moosbierbaum Heilig  
Pn 48023 coal - Doubrava - Breclav Predn. - Gotzendorf  
Pn 48025 coal - Chalupki - Breclav Predn. - Moosbierbaum Heilig  
Pn 48095pp coal - Chalupki - Breclav Predn. - Salzburg Itzling  
Pn 48097pp coal - Chalupki - Breclav Predn. - Salzburg Itzling  
Pn 48099pp coal - Chalupki - Breclav Predn. - Werndorf

Abbreviations used:

Nex: freight express

Vn: levelling freight train

Pn: continuous freight train

discussions are currently being held on a combined transport shuttle train from MAV to PKP; the waiting period for trains at the railway border crossings between CD and ZSR and CD and PKP should keep to 30 minutes in accordance with the AGTC Agreement.

## **HUNGARY**

For the 1999/2000 timetable period, 39 pairs of international passenger trains through 7 principal border crossings were checked. 86% of them stays less than 30minutes at the border stations in Hungary. For the remaining 14 % the overtime is caused by the border control authorities in 60% and by train traffic problems (train paths' coincidences) in 40%.

In freight, 13 pairs of daily block trains (rolling road, container, for the client) through 4 common border stations or where the operation is taken over, were controlled, 38% of the trains are within or at the maximum 60 minutes. The efforts to implement ITC resolution No. 248 are hindered by the requirements emerging with Hungary's accession to the EU as discussed in the commentary to the measures taken to reduce delays at the border crossings.

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